



Transportation Investment Generating Economic Recovery II (TIGER II)
Grant Application

Interstate Highway 29 – Segment 2

Project Type: Highway
Project Location: Woodbury County, Iowa
Urban/Rural: Urban Area
Congressional District: Iowa Fifth Congressional District

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TIGER Funds Requested: \$39.4 million
Iowa DOT DUNS No: 12-052-7275
CAGE # for CCR: 46ZQ4
August 23, 2010

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Project Summary

Interstate 29 is an important north/south route extending through the Midwestern United States. The 755.51-mile route begins in Kansas City, Missouri at a junction with Interstates 35 and 70 and continues through several major urban areas, including Council Bluffs and Sioux City, Iowa; Sioux Falls, South Dakota; and Fargo, North Dakota; and then on to the Canadian border near Pembina, North Dakota, where it connects with Manitoba Provincial Highway 75 via the short Manitoba Provincial Highway 29.

The I-29 corridor is integral to the economic success of northwest Iowa, northeast Nebraska, and southeast South Dakota – particularly the greater Sioux City area. Fifty-seven percent (57%) of the regional workforce (or more than 54,000 workers per day) use I-29 to commute to jobs in Sioux City.

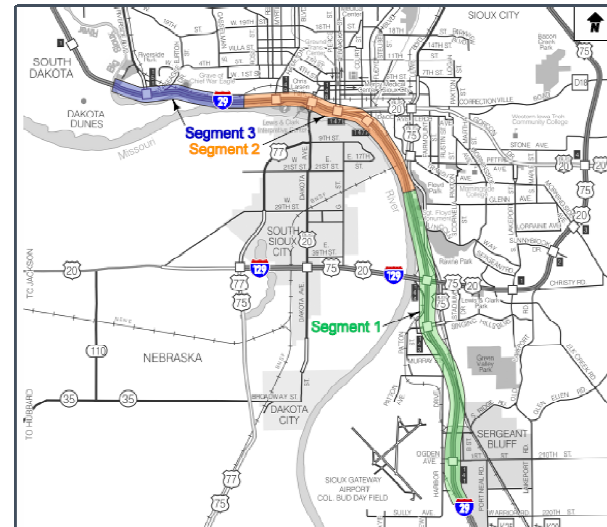
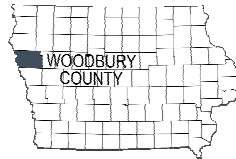
In the just-released August 2010 issue of *Business Facilities* magazine which is published in Tinton Falls, New Jersey, the Sioux City metro ranked first in the nation for “Food Processing Industry Growth” and earned recognition as the third best metro in the United States for “Metro Economic Growth Potential” among communities with populations under 200,000. The recognition comes just six months after the metro was ranked number one in the nation for the second consecutive year for economic development in its population category by *Site Selection* magazine.

I-29 is integral to the success of the food products industry in the region and the nation. Additionally, Sioux City is an important hub for intermodal transportation. Prior to 1995, the trucking industry in the Sioux City metropolitan area faced difficulties because of overweight and extra-long truck regulation differences within the tri-state area. However, in 1995 a federal bill was passed which uniquely impacted the metropolitan area and resolved the Border Trucking issue for the region. Companies shipping goods to and from Sioux City now have the advantage of being able to truck straight through without either transferring loads or shipping on multiple units as they must do in other Iowa cities. Naturally, this lessens shipping costs, trip hours and manpower costs, giving yet another advantage for businesses in the Sioux City metropolitan area.

Consequently, the proposed expansion of this roadway system has a direct bearing on the movement of goods and services, workers, and recreational travelers to regional points of interest and beyond. In fact, the importance of I-29 has never become more important than now. Decisions made by two major employers, John Morrell & Company and Terra Industries to close manufacturing and corporate operations, respectively in the first quarter of 2010 has resulted in the loss of over 1,600 jobs – approximately 4 percent of the regional labor force.

While this application meets the threshold requirements of the TIGER II program, it also meets the purpose and intent of why TIGER was created – *transportation investments generating economic recovery*.

Interstate 29 was designed in the 1950's and placed in operation in 1961. However, for nearly 50 years this facility has not undergone any major



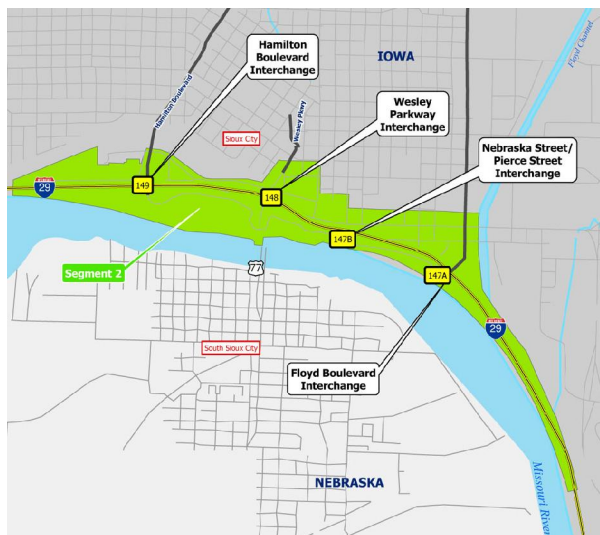
improvement other than general facility maintenance. Nevertheless, regional growth, change in design techniques, and transportation impacts on the regional population has generated several impacts that require significant attention. The Iowa DOT is seeking \$39.4 million to complete the proposed Wesley Parkway Interchange as part of a plan to complete all improvements within Segment 2 of the Interstate 29 project. The Wesley Parkway Interchange is the first stage of construction within Segment 2 and has independent utility. The Benefit

Cost Analysis discussed on page 14 of this proposal also reflects the comparative benefits associated with this improvement.

This project clearly exceeds TIGER II 20% funding match requirement. In fact, the Iowa DOT's participation totals nearly 55% that will be offset through Iowa Road Use Tax funds and over 26% of Federal STP program funding. Moreover, the City of Sioux City and the regional planning agency, Siouxland Interstate Metropolitan Planning Council (SIMPCO) is committing 4% of the funds necessary to relocated utility lines. Lastly, Senator's Grassley and Harkin, as well as Congressman King have been instrumental in helping secure Federal funds to offset some of the utility relocation expenses.

Overall, this request for TIGER II support represents approximately 14% of the overall project funding needs to complete Segment 2 of the I-29 project.

Segment 2 is the downtown portion of I-29 in Sioux City. The project area begins approximately one-quarter mile south of the Burlington Northern Santa Fe (BNSF) railroad bridge over the Missouri River and ends west of the Hamilton Boulevard interchange. The project area encompasses the existing Floyd Boulevard, Pierce Street, Nebraska Street, U.S. 77/Wesley Parkway and Hamilton Boulevard interchanges, as well as several local street connections.



Accident rates at all four interchanges in Segment 2 of I-29 are four to five times greater than state averages.

Numerous design deficiencies (e.g., ramp sequencing and spacing, lane balance, inadequate ramp design, a lack of guide signage, and out dated design standards) generate some significant challenges to improve traffic operations.

Roadway geometry also poses several challenges corresponding to driver expectancy and the current facility has several features that have an adverse impact on driver safety.

Roadway conditions are also an issue. I-29 has been in operation for nearly 50 years. Consequently, the condition of pavement and bridge structures show signs of distress with full depth patching, roadway unevenness and warping. Bridge SI & A ratings of less than 59 clearly indicate that several bridges have advanced section loss, deterioration, spalling and scour.

The project design will expand I-29 mainline from four lanes to six lanes with complete reconstruction of four service interchanges. The roadway alignment of the proposed six-lane facility balances many constraints including the Missouri River, Union Pacific Railroad, built up environment of Sioux City's downtown, and the recreational parkland and trails which line the Missouri River.

When completed this facility will improve the operational efficiency and safety to accommodate an ever growing regional population and increased travel demands placed on the urban section of I-29.

This TIGER II Grant funding proposal is requesting approximately \$39.4 million to complete the Wesley Parkway Interchange improvements located in Section 2 of I-29.



Projected benefits resulting from this investment and previous commitment of resources from the Iowa DOT, City of Sioux City and the SIMPCO will result in:

- Leveraging nearly 92% of the overall capital needed to complete Segment 2 with an opinion of probable cost totaling nearly \$274.7 million (2010\$);
- Facilitating transportation improvements that enhance the competitiveness of office and manufacturing facilities accessed by I-29, Segment 2. It is anticipated that these improvements will help reverse the recent job losses resulting from the closing of two major businesses;
- Improving opportunities for intermodal transportation connections including regional trail systems and public transportation;
- Revitalizing brownfield sites in the urban core;
- Enhancing access to U.S. Highway 77.
- Improved motorist safety and convenience and reduced energy usage;
- Potential for new tax base in the project area by providing modern transportation infrastructure to accommodate the movement of goods and services and orderly residential and commercial development;
- Enhanced employment growth for the region, including increased wages and salaries;
- Regional economic development, including growth in the industrial sector;
- Reduced current and forecasted traffic congestion on the road network in the I-29 corridor;
- Identify and preserve protected resources.

Additional expected long-term outcomes from the proposed I-29 Corridor include the following:

- Providing an efficient transportation corridor along the Missouri River and through Sioux City that would provide better access for both daily commuting trips, special event trips, and interstate traffic;

Project Description

The proposed improvements to Interstate-29 (I-29) project in Sioux City, Iowa are encompassed within three segments. The subject of this TIGER II Application is Segment 2. Known locally as the *Downtown* portion of I-29, Segment 2 begins approximately one-quarter mile south of the Burlington Northern Santa Fe (BNSF) railroad bridge over the Missouri River and ends west of the Hamilton Boulevard interchange. The project area encompasses the existing Floyd Boulevard, Pierce Street, Nebraska Street, U.S. 77/Wesley Parkway and Hamilton Boulevard interchanges, as well as several local street connections.

Proposed improvements to Segment 2 are more extensive than the other segments and will include upgrading mainline I-29 from four lanes to six lanes, and upgrading four interchanges within the study area. These interchanges are located at Hamilton Boulevard, Wesley Parkway (US 77), Nebraska Street/Pierce Street, and Floyd Boulevard.

This project was prompted by several transportation challenges:

- *Need to Improve Traffic Safety:* All four interchanges in the project corridor reported accident rates four to five times greater than the statewide average;
- *Design deficiencies* that include ramp sequence and spacing at three of the four interchanges, lane balance, ramp design, guide signs, and design standards;
- *Driver Expectancy* is impaired due to short acceleration and deceleration lanes, tight curves, and poor sight distance. In fact, horizontal stopping sight distance at the BNSF Railroad Bridge/Floyd Boulevard interchange, Nebraska/Pierce Street and Hamilton Boulevard Interchange do not meet the minimum criteria for horizontal stopping sight distance.
- *Roadway infrastructure conditions* are in a state of deterioration considering this section of I-29 was constructed in 1961 with resurfacing projects completed in 1970 and 2002. Evidence of full depth patching, some unevenness, and warping

of the roadbed highlights significant structural deterioration. In addition, the bridge structure at Floyd Boulevard received a rating of less than 59. This translates to extensive deterioration often evidenced by bridges with advanced section loss, deterioration, spalling or scour.

Based on these conditions, this request for TIGER II funding will be coupled with State and Local funds to provide an operationally improved and safe facility that serves local, regional, and national traffic demands. Moreover, requested TIGER II funds will be directed to the Wesley Parkway Interchange improvements. The scope of this project clearly meets the threshold requirement of having independent utility and will be fully operational when completed.

In addition to being in service for nearly 50 years without major repair or improvements, the design deficiencies associated with this facility has resulted in accidents that are four times greater than statewide standards.

Project Parties

Federal Highway Administration (FHWA), the Iowa Department of Transportation, the City of Sioux City, Iowa, and the Siouxland Interstate Metropolitan Planning Council (SIMPCO) are the project parties.

Each party supports project funding for similar, but unique reasons respective of each agency's mission. The **FWHA** supports Federal stimulus expenditures as a part of its mission to preserve and protect the integrity of the National Highway System, of which I-29 is clearly a Midwestern part.

Iowa DOT is charged with implementing the FHWA's mission and programming appropriate improvements to improve mobility and safety of the Interstate System within its jurisdictional limits. Iowa DOT's needs far outweigh its resources to pay for all of the needed statewide improvement projects, including I-29 in Sioux City.

The **City of Sioux City** supports the project as a key infrastructure component in its continued revitalization efforts for improved connectivity, accessibility, and safety. As a regional business center and the largest employment center in Northwest Iowa, it is imperative to the City that the I-29 project funding be used in support of the many other initiatives to revitalize the community described within this grant application.

The **Siouxland Interstate Metropolitan Planning Council (SIMPCO)** is the metropolitan planning agency representing cities in northwest Iowa, northeast Nebraska and southeast South Dakota. SIMPCO has been a key participant in the I-29 project and has committed federal STP funds toward the corridor.

Sources and Uses of Project Funds

The Iowa DOT is seeking \$39.4 million to complete the proposed Wesley Parkway Interchange as part of a plan to complete all improvements within Segment 2 of the Interstate 29 project. The Wesley Parkway Interchange is the first stage of construction within Segment 2 and has independent utility. The Benefit Cost Analysis discussed on page 14 of this proposal also reflects the comparative benefits associated with this improvement.

This project clearly exceeds TIGER II 20% funding match requirement. In fact, the Iowa DOT's participation totals nearly 55% that will be offset through Iowa Road Use Tax funds and over 26% of Federal STP program funding. Moreover, the City of Sioux City and the regional planning agency, Siouxland Interstate Metropolitan Planning Council (SIMPCO) is committing 4% of the funds necessary to relocated utility lines. Lastly, Senator's Grassley and Harkin, as well as Congressman King have been instrumental in helping secure Federal funds to offset some of the utility relocation expenses.

Overall, this request for TIGER II support represents approximately 14% of the overall project funding needs to complete Segment 2 of the I-29 project.

Sources and Uses of Project Funds

Improvements	OPC	Sources of Funds					
		TIGER II	Iowa DOT Road Use Tax	Iowa DOT Federal STP Funds	City of Sioux City	Federal Appropriation	SIMPCO
IDOT Utility Relocation Section 1 - West of Hamilton to West of Wesley Relocation	\$1,045,000	\$1,045,000					
IDOT Utility Relocation Section 2 - Wesley Interchange Relocation	\$2,923,910	\$2,923,910					
IDOT Utility Relocation Section 3 - Perry Creek Lift Station to Pierce St. Ramp	\$1,239,997				\$212,997	\$1,027,000	
IDOT Utility Relocation Section 4 - Pierce Street Ramp to Floyd Siphon	\$3,902,973				\$2,031,973		\$1,871,000
IDOT Utility Relocation Section 5 - Floyd Siphon to Floyd Lift Station	\$7,813,120				\$5,513,120	\$500,000	\$1,800,000
Stage 2-1 -- Wesley Off-System (No ML Paving)	\$30,872,961	\$30,872,961					
Stage 2-2 -- Downtown (Gordon & Virginia Improvements)	\$8,909,992		\$8,909,992				
Stage 2-3 -- Bacon Creek thru Floyd River + SB Floyd On-Ramp - 40/60 Split	\$66,348,422		\$39,809,053	\$26,539,369			
Stage 2-4a -- Wesley Way (ML Perry Creek thru Hamilton) - 25/75 Split	\$52,470,147		\$31,462,088	\$20,988,059			
Stage 2-4b -- Perry Creek Reconstruction	\$4,553,196	\$4,553,196					
Stage 2-5 -- Downtown (All Stages) - 30/70 Split	\$61,776,641		\$57,243,049	\$24,532,992			
ROW -- Stage 2-1	\$36,193	\$36,193					
ROW -- Stage 2-2	\$11,177,023		\$11,177,023				
ROW -- Stage 2-3	\$53,033		\$53,033				
ROW -- Stage 2-4	\$1,573,751		\$1,573,751				
I-29 Segment 2 Total	\$274,696,359	\$39,431,260	\$150,248,589	\$72,060,420	\$7,758,090	\$1,527,000	\$3,671,000
Percent of Total Costs		14.4%	54.7%	26.2%	2.8%	3.9%	1.3%

Selection Criteria – Long-Term Outcomes

STATE OF GOOD REPAIR:

Interstate 29 (I-29) has national and regional significance as part of the National Highway System and Iowa Commercial and Industrial Network. The highway originates in Kansas City, Missouri and extends 753 miles to the Canadian border. I-29 also represents a significant link for manufacturing and service industries in northwest Iowa, northeast Nebraska, and southeastern South Dakota, as the north-south transportation link between Kansas City and points beyond.

Although the Iowa DOT recognizes the importance of sustaining its surface transportation system and has a sustainable source of revenue to meet the long-term operation and maintenance needs of this project, it determined that the traffic operations and safety within Segment 2 of I-29 is outdated and the infrastructure is in need of replacement. As such, the project is part of the Iowa DOT State Transportation Improvement Program and is cited in the SIMPCO Transportation Improvement Plan.

In fact, poor roadway conditions, coupled with mobility and safety concerns associated with travelers passing through the Sioux City metropolitan area prompted the Iowa DOT to program Segment 2 of I-29 because it serves the downtown area and other primary employment centers in the greater Sioux City area.

A rash of recent business closings, coupled with several facility deficiencies within the limits of Segment 2 has elevated the importance of this project to the Iowa DOT. While the economic impacts will be summarized in the *Economic Competitiveness* section; the summary of existing conditions cited below characterize why Segment 2 is deserving of TIGER II financial assistance. If left unimproved, Segment 2 will threaten future transportation network efficiency and safety for the regional economy in northwest Iowa, southeast South Dakota, and Northeastern Nebraska.

Additionally, these deficiencies also have a ripple effect on the operational and safety efficiencies of I-29 nationally. I-29 is the primary north-south

interstate corridor linking Canada and Mexico. This distinction also has implications for the North American Free Trade Agreement and is a critical market-to-market connector. In addition to the impacts this facility has on trucking, the contiguous Missouri River, rail road operators including Union Pacific and Burlington Northern Santa Fe, and air freight shipping, the physical condition of I-29 has a significant bearing on intermodal connections nationally.

A state of good repair is contingent on four needs:

Improve Safety: The proposed improvements will reduce the number and severity of traffic accidents in the project corridor. All four interchanges (i.e., Floyd Boulevard, Nebraska/Pierce Street, US 77/Wesley Parkway, and Hamilton Boulevard) in the Segment 2 corridor were four to five times greater than the statewide average for crash rates.

Predicted traffic volume is an important consideration to understanding future potential crash incidents. And, while the rate of incidents may not change, the actual number of incidents could increase as the volume of traffic on a roadway increases. If it is assumed the accident rate in 2030 would to remain similar to today's and traffic increases as projected, a greater number of vehicle accidents would be expected in the future. Consequently, the need to address highway design standards along with design features linked to improved traffic operations becomes more critical.

"Traffic counts on this segment continue to rise and are adding pressure to the capacity of this facility that is nearly 50 years old. The proposed improvements will create a facility that is improved operationally and safety conscious."

-John C. Williams
Siouxland Chamber of Commerce Chairperson

Improve Traffic Operations: Traffic flow along any freeway is influenced by many design features including continuity, lane balance, ramp spacing, and use of guide signs. These features affect motorist driving decisions relative to having adequate time to make decisions and smooth transitions into adjacent lanes and ramps without adversely affecting other

motorists using the facility. Segment 2 has several glaring design deficiencies that include:

- Ramp Sequence and Spacing – I-29 ramp sequence and spacing is not adequate near the Floyd Boulevard Interchange, between Nebraska Street/Pierce Street Interchange and the Wesley Parkway Interchange; and between the Wesley Parkway Interchange and the Hamilton Boulevard Interchange resulting in both operational and safety issues.
- Lane Balance – Lane balance refers to the consistency in the number of travel lanes in both directions of the roadway. Lane balance issues exist between Wesley Parkway and Floyd Boulevard.
- Ramp Design – Ramp design refers to the configuration and geometry of interstate on and off ramps. I-29 exit and entrance ramp designs are either too short or do not meet current design standards at Floyd Boulevard, Nebraska Street/Pierce Street, and Hamilton Boulevard.
- Guide Signs – Signs that direct the driver are called guide signs. Guide signage is poorly located throughout the corridor and does not exist in some locations near the Wesley Parkway Interchange.
- Design Standards – Given that Segment 2 was designed in the late 1950's, many of the engineering standards that guided roadway design are now outdated. Needless to say, outdated design standards affect traffic operations and the need exists to update the roadway to current standards to accommodate new driving speeds and improved vehicle performance characteristics. In the absence of addressing these design deficiencies, operational shortcomings will continue to contribute to significant safety concerns.

Provide for Driver Expectancy: Since I-29 in Sioux City, Iowa was opened to traffic in 1961, new revisions and improvements in roadway design and technology to increase safety have been deployed by the Iowa DOT and American Association of State Highway and Transportation Officials (AASHTO). These standards accommodate the higher speeds of today's traffic as well as accommodate driver habits and vehicle types. Based on the time since this

facility was designed and placed in operation, vehicles and driver habits have changed. As such several deficiencies have been identified relative to existing roadway geometry. For example,

- The horizontal stopping sight distance on I-29 at Wesley Parkway, near Pearl Street, at the Floyd Boulevard Interchange, and south of the BNSF Railroad Bridge does not meet minimum criteria based on AASHTO Policy.
- A sag curve just east of the Nebraska Street/Pierce Street Interchange and a crest curve over the Nebraska Street/Pierce Street Interchange do not meet the minimum criteria for vertical stopping sight distance. Decision sight distance from the Hamilton Boulevard Interchange to the Nebraska/Pierce Interchange does not meet current standards.

Improve Roadway Infrastructure Condition: As has been stated, I-29 in Sioux City opened in 1961 and over its nearly 50 year history has been resurfaced twice – in 1970 and 2002. Despite this maintenance, I-29 exhibits both deteriorated pavement conditions and structural bridge conditions.

The majority of pavement in the project corridor is showing signs of distress with some full depth patching, some unevenness and warping of the roadbed, and associated maintenance costs. The majority of pavement from the Floyd Boulevard Interchange to Judd Street, is deteriorated or in poor condition.

Additionally, northbound and southbound bridges spanning over Bacon Creek and over Floyd Boulevard are in poor condition and exhibit signs of advanced deterioration. These bridges received an Iowa DOT Structural Inventory Appraisal (SI&A) rating of 59 or less, which means the bridges have advanced section loss, deterioration, spalling or scour. In addition, the southbound bridge over the Floyd River exhibits the same characteristics and received a rating of 59 or less.

ECONOMIC COMPETITIVENESS:

The Sioux City Metropolitan Statistical Area (MSA) represents a population of approximately 145,000 people and a labor pool of approximately 78,600. As the economic epicenter of this region, Sioux City draws workers from northwest Iowa, southeast South Dakota, and northeast Nebraska. In fact, over the last 10 years Sioux City represented over half of the MSA's entire labor force with 14 of the top 20 MSA employers being located in Sioux City.

An independent study commissioned by the City of Sioux City in 2008 identified manufacturing, utilities, and transportation and warehousing as significant employment centers in the MSA. In fact, many of the industry types represented include food product/agribusiness manufacturing and alternative energy production – including ethanol and wind energy.

"The proposed reconstruction of I-29 will improve a stretch of interstate critical to the movement of goods, mitigate the consequences of industrial closures by improving the competitiveness of our existing industry, and enhance prospects for attracting new employers."

*-Michael M. Hobart
Mayor, City of Sioux City, Iowa*

While the Sioux City metropolitan area has a strong core of physical facilities, labor force, and pro-active economic development mindset, the closures at John Morrell and Terra Industries create an urgency to eliminate impediments to future growth and business attraction. In other words, current conditions clearly warrant immediate action focusing on reversing job losses resulting from these closures and also pave the way for long-term economic benefits. The Environmental Impact Statement cites several long-term benefits directly related to economic competitiveness. They include:

- Creating an efficient transportation corridor along the Missouri River and through Sioux City that will reduce green gas house emissions and provide better access for both daily commuting trips, special events trips, and interstate traffic. For example, proposed improvements at the Wesley Parkway Interchange will provide full frontage road access via southbound lanes from Hamilton

Boulevard. Additionally, Third Street will be extended to U.S. 77/Wesley Parkway to provide additional access from U.S. 77/Wesley Parkway to the downtown area;

- Improve motorist safety and driver expectancy. Considering that the Wesley Parkway Interchange is one of the four sections in Segment 2 where crashes exceeded the statewide average, planned improvements will greatly contribute to generating long-term benefits. Crash study findings reflect that when compared to average crash rates, the Wesley Parkway Interchange exceeds the statewide average by 319%. The fatal and major injury crash rate at this interchange exceeds statewide averages by 304%.
- Create new tax base in the project area by providing modern transportation infrastructure that accommodates the movement of goods and services and commercial development.
- Enhance employment growth for the region, including increased wages and salaries. Based on a regional labor shed study conducted in 2008, the Sioux City labor force is commuting an average of 9 miles one way for employment opportunities. Those who live in Zone 1 are commuting an average of 7 miles one way, while residents in Zone 2 are commuting an average of 12 miles one way, and Zone 3 residents are commuting an average of 18 miles one way for the right employment opportunity.



- Facilitate regional economic development, including growth in the industrial sector. Needless

to say, this project is significant in that it will help curb the recent job losses brought on by the closing of John Morrell & Company and Terra Industries' corporate headquarter office. In addition, to losing more than 1,600 jobs the closing resulted in a vacant 28 acre industrial site and nearly 100,000 square feet of vacant office space. Planned improvements to both I-29 and the Wesley Parkway Interchange will enhance access to these sites and improve access to pedestrian and public transportation options for the regional workforce; and

- Reduce current and forecasted traffic congestion on the road network in the I-29 corridor. Planned improvements at I-29 and Wesley Parkway Interchange will provide full access to and from U.S. 77/Wesley Parkway, which will result from a south side frontage road and the Hamilton Boulevard. The current U.S. 77/Wesley Parkway tri-level interchange will be reconstructed as a two-level interchange.

These improvements also have national transportation implications in that truck traffic comprises 20% of all traffic on I-29 and as I-29 reach the Council Bluffs, Iowa/Omaha, Nebraska metro area, the percentage of truck traffic entering east/west bound I-80 and I-480 the percentage of truck traffic drops to 11% and 16%.

This clearly suggests that the Sioux City metro area is more freight oriented and considering the types of industries served (e.g., food products/agribusiness, ethanol producers, and wind energy producers), the need to transport value added and raw materials increases in the Iowa, Minnesota, Nebraska, South Dakota and points beyond.



Several ancillary benefits will also result from these improvements. For example:

- Rehabilitation of several arterial projects, including Hamilton Boulevard, Gordon Drive, Dakota Avenue, the US 75/US 20 Bypass, and Lewis Boulevard. Other notable projects include reconstruction of Villa Avenue, Floyd Boulevard/Dace Avenue intersection improvements, reconstruction of Wesley Parkway and the Wesley Parkway/US Highway 77 Missouri River Bridge Rehabilitation project. These projects are listed in the SIMPCO 2030 Long Range Transportation Plan and when completed will enhance connections from the I-29 corridor to developed and under developed areas in Sioux City.
- Improved mobility and access to areas that can accommodate new industrial, retail and service oriented businesses. These areas include downtown Sioux City, the Hoeven Valley Industrial Area, the Port of Sioux City for barge shipping, and the Sioux Gateway Airport., and access to the Union Pacific and Burlington Northern Santa Fe Railroad services.
- The Corridor also poses opportunities to revitalize brownfield sites such as the former Sioux City Stockyards and Fourth Street Place. These areas have been hampered by environmental contamination and limited means of accessing developable areas. However, many of these areas – the former Stockyards in particular have benefited from being designated as an EPA Brownfields Area. Since the late 1990s, the City has secured and invested EPA Brownfield Assessment and Cleanup Grants to evaluate and mitigate known environmental concerns in these areas.

Access changes associated with the proposed project will result in beneficial impacts on some businesses in close proximity to the I-29 corridor. Retail businesses and other types of businesses dependent upon accessibility and visibility would be more directly affected by the physical proximity and access to a roadway. Although there are limited numbers of highway-oriented businesses near I-29, those that are

located in the area could have their competitive position positively affected by changes in access.

LIVABILITY:

Segment 2 improvements, particularly those associated with Wesley Parkway and the associated Interchange will have a profound impact on improving access to Sioux City's extensive pedestrian trail system as well as accessing Chris Larsen Park, the Anderson Dance Pavilion, and the Lewis & Clark Interpretive Center.

Based on the most recent US Census data residents from the neighborhoods¹ abutting the Wesley Parkway area tend to use public transportation or walk to work on an average of 4 and 5 to 1 when compared to ridership throughout the City of Sioux City. This is significant because residents from these adjacent neighborhoods have significant minority populations – particularly African American, American Indian, and Asian.

This data also bears out that many of the area residents are of low-income families with per capita income levels half of the City average (\$18,666) and exhibit a comparatively heavy reliance on public assistance.

These characteristics are also likely to contribute to the fact that residents from this area are more likely to use some form of public transportation or walk to work. When comparing the population from this area to the City as a whole, four to five percent of residents in the Wesley Parkway area use public transportation versus one percent ridership throughout the City.

This is not to suggest that investments in public transportation or trails should be a greater priority. Rather, the design of the Wesley Parkway Interchange and its link to Wesley Parkway, Chris Larson Park Road, Tri View Avenue, and other city streets/pedestrian ways will be more conducive to transitioning vehicular and pedestrian/public transportation alternatives.

Improved access to public transportation, pedestrian trails and creating new venues for economic

development opportunities will clearly contribute to reducing the cost of user mobility, improve access to multimodal transportation options and especially improve accessibility and transportation services for economically disadvantaged populations in the area.



Beyond the direct benefits to residents in the area, roadway improvements associated with this project are expected to foster beneficial results, including the implementation of future growth and planning policies. The proposed project is consistent with the goals, policies, and guiding principles outlined in the City of Sioux City's Comprehensive Plan, *My Home, Our Neighborhood, Everybody's Hometown* by identifying that the existing transportation facility will be improved to support the goals identified in the comprehensive plan. Among these goals are the following:

- Continue to work with state officials to ensure that Sioux City receives the greatest benefits from I-29 improvements
- Promote the balanced and sustained economic growth of Sioux City and the region through the efficient movement of goods and people in a safe, energy efficient, and environmentally sensitive manner.
- Take advantage of Sioux City's location on the north / south transcontinental transportation lines, due to the North American Free Trade Agreement (NAFTA).

Corridor improvements support Sioux City brownfields redevelopment by improving access to city streets and target sites currently served by existing roads, water, sewer, etc. for assessment. By re-using

¹ U.S. Census data includes Census Tracts 14, 15, and 16.

existing infrastructure, the City helps to maintain a dense community while also promoting a more walkable environment. The City will use zoning codes to maintain the sustainable redevelopment of the former brownfields areas.

Improved access from I-29 and greater mobility will help the City of Sioux City promote new businesses that are environmentally conscious and offer economic incentives for long-term commitments to the area.

Likewise, the City will provide incentives to existing businesses to adopt best management practices to become stewards of the environment. Implementation of best management practices will help decrease the chances of recreating brownfields. Future zoning in these project areas will be non-residential with green space buffers adjacent to environmentally sensitive areas such as the Floyd and Missouri Rivers.

The combination of smart development requirements, targeting environmentally conscience companies, and incentives offered by the City to existing industries to implement best management practices, will result in reducing the chances of recreating brownfields. The City will target businesses that have environmentally responsible track records to locate within the project area and corridor.

Future landscaping ordinances will require vegetated greenspace areas that will aid in cooling buildings thus lower energy consumption and retain stormwater runoff. Proposed corridor improvements will incorporate vegetated stormwater retention ponds and other pollution prevention practices that will reduce the quantity and improve the quality of water discharged to the Floyd and Missouri Rivers.

The long-range business impacts of reconstructing I-29 will be a function of and dependent on regulatory controls such as tax incentives, future land use plans, and zoning regulations. Assuming that regulatory controls contribute to a favorable business climate, improvements to I-29 would improve mobility throughout the Sioux City region and improve its ability to attract and retain businesses that depend on efficient and effective movement of goods and services.

The Iowa DOT will continue to partner with the City of Sioux City on appropriate aesthetic treatments associated with the proposed project to integrate design features of the proposed project with planned visual and aesthetic themes chosen by the community for public corridors. Several conceptual designs were prepared in 2008 to provide an opportunity for public comment on potential themes and treatments to visually integrate the corridor improvements into the urban fabric.

ENVIRONMENTAL SUSTAINABILITY:

The Missouri River abuts the Section 2 project area as well as much of I-29. In addition, Perry Creek is within close proximity of the Wesley Parkway Interchange. The Environmental Impact Statement indicates that all “build alternatives” will impact water bodies because the improvements will increase the amount of impervious pavement which, in turn, contributes to runoff. While storm water runoff is expected to increase, these impacts are projected to result in a less than 1 percent increase in runoff and a negligible change in peak flows.

A wetland occurs at a point where the Perry Creek enters the Missouri River and is on the outside edge of the study area. The findings in the EIS indicate that this wetland was determined to be non-jurisdictional (i.e., not regulated by the USACE under Section 404 of the Clean Water Act). Despite this finding, the Iowa DOT avoided wetlands to the extent practicable ultimately with the goal of minimizing adverse impacts to the environment.

The Wesley Parkway Interchange is also impacted by two floodplains – the Missouri River and Perry Creek. While the EIS cited no specific impacts resulting from Wesley Parkway improvements to the Missouri River, any impacts resulting from the Perry Creek 100-year floodplain will be mitigated by a large conduit that was

constructed beneath I-29. This section of conduit is capable of containing 100-year flows from Perry Creek below ground.

The EIS also references impacts to upland plant communities and wildlife resources potentially impacted by the project. Bearing in mind that the project is located within an urban landscape, the EIS recognizes that the study area has been significantly disturbed or modified over the last 200 years. Plant communities observed in the project area are typical of disturbed environments. It was also suggested that several habitat areas are connected to larger habitats outside of the project area and that may promote colonization of native species and species of concern.

Two Federally-protected species, the Bald Eagle and Pallid Sturgeon were identified as potentially being in or near the project area; however these species were not observed. In addition, two State-listed species, including the ottoe skipper (plant) and Olympia white (plant) were not observed. Ultimately, the EIS findings suggest the areas of likely disturbance within the project corridor are low quality floodplain forest and open land in old field succession adjacent to the existing right-of-way. Further, no high quality native or pristine plant communities were observed in the project corridor.

Likewise, impacts to wildlife were determined to be negligible. Ultimately, impacts to species dependent on the Missouri River and associated riparian areas will be minimized through Best Management Practices protecting waterways and limiting sedimentation from runoff.

Additionally, observations concerning the potential for the I-29 project resulting in negative impacts on air quality, noise, historic structures and archaeological sites were determined to be non existent.

Impacts to 4(f) properties (i.e., Lewis & Clark Trail and the Perry Creek Trail) in the vicinity of the Wesley Parkway Interchange were deemed “temporary impacts.” While it was acknowledged that some segments of trail may have to be relocated, they could be moved to the same general vicinity to maintain connectivity to the existing trail system.

While the Benefit Cost Analysis does not site a substantial reduction in greenhouse gas emissions or fuel consumption, the impacts resulting from Corporate Average Fuel Economy (CAFÉ) emission standards will require new vehicles to generate lower airborne pollution resulting in higher fuel efficiency rates.

SAFETY BENEFIT

The existing I-29 corridor has crash rates above the statewide average for similar roadway facilities. Between 2001 and 2003, the Iowa DOT recorded 477 accidents in the project corridor. While the Hamilton Boulevard Interchange was only 3 percent above the statewide average crash rate, Floyd Boulevard, Nebraska Street/Pierce Street, and Wesley Parkway Interchanges were at least three times the statewide average crash rate.

Predicted traffic volume is an important consideration to understand future potential crash incidents. While the rate of incidents may not change, the actual number of incidents could increase as the volume of traffic on the roadway increases. The Wesley Parkway Interchange is one of two interchanges that recorded the highest volume (36,800 vpd) of traffic. Projected 2030 volumes for this same segment could reach 49,200 vpd.

EVALUATION OF EXPECTED PROJECT COSTS AND BENEFITS²

The Benefit/Cost Analysis completed for I-29 Segment 2 – Wesley Parkway Interchange is summarized in the Table 1. Based on the guidance provided by the notice, a discount rate of 7% and 3% has been applied to future benefits to obtain the present value in 2010 dollars. The Benefit/Cost Analysis was completed in an incremental manner by assuming that the receipt of TIGER II discretionary funding would advance the construction of the Wesley Parkway interchange by two years. The benefits and costs reported in the table represent the difference between the two construction schedules. Based on the benefit/cost analysis instructions included in the Federal Register, the 3% discount rate is applicable in this situation as receipt of TIGER II discretionary

² BCA is based on the requested level of TIGER funding to support this project.

funding will allow the Iowa DOT to invest in other public infrastructure improvements.

Table 1: Incremental Benefits Associated with the Accelerated Construction Schedule

Benefits and Costs	3% Discount Rate	7% Discount Rate
Total Benefits	\$6,322,458	\$5,534,986
Total Costs	\$2,140,082	\$4,389,862
Ratio	2.95	1.26

Table 2 referenced below illustrates the respective costs and benefits over the 30-year life of the project. While the benefits are derived from safety improvements, the net benefit (3% discount rate) totals approximately \$72.9 million. The attached Benefit Cost Analysis tables further illustrate the supporting calculations.

Table 2: Benefit Cost Analysis with TIGER II Funding

Benefits and Costs	3% Discount Rate	7% Discount Rate
Total Benefits	\$72,790,971	\$42,246,258
Total Costs	\$37,693,008	\$34,953,844
Ratio	1.93	1.21

Project Costs

Construction Costs: The estimated construction cost of completing Segment 2 of the I-29 project totals \$274,696,359. This cost includes \$39,431, 260 attributed to Wesley Parkway Interchange improvements.

Project Benefits

- **Safety Benefit:** The incidents of automobile accidents in Segment 2 and Wesley Parkway Interchange are four times greater than the statewide average. For example, this interchange experienced 561 crashes per million vehicle miles (MVM). When compared to the statewide average crash rate (134 MVM), this interchange experienced four times more accidents than the statewide average. Crash study findings also revealed that for accidents involving fatalities and

injuries, this interchange logged over four times more incidents (or 222 MVM) when compared to the statewide average (55 MVM). Based on completing the proposed improvements, the number of accidents will be more consistent with the statewide average over the 30 year life of the project. Ultimately the monetary benefit will be in excess of \$6.3 million by advancing the construction of the Wesley Parkway Interchange by two years with receipt of TIGER II discretionary funding.

EVALUATION OF PROJECT PERFORMANCE

The Federal Register Notice of June 1, 2010 references that Grantees will be required to work with the US DOT on the development and implementation of a plan to collect information and report on the project's performance with respect to the relevant long-term outcomes that are expected to be achieved through the construction of the project. The Iowa DOT will, of course comply with this requirement and is prepared to report on the following:

- The amount of Grant Funds appropriated, allocated, obligated and outlayed under the appropriation;
- The number of projects put out to bid under the appropriation and the amount of Grant Funds associated with these contracts;
- The number of projects for which the contracts have been awarded under the appropriation and the amount of Grant Funds associated with these contracts;
- The number of projects for which work has begun under these contracts and the associated amount of Grant Funds;

Overall benefit over the 30 year life of this project

- The number of projects for which work has been completed and the associated amount of Grant Funds;
- The number of direct, on-project jobs created or sustained by the Grant Funds for projects under the appropriation and to the extent possible, the estimated indirect jobs created or sustained in associated supplying industries, including the number of job-years created and total increase in employment; and

- The actual aggregate expenditures by each recipient from State sources for projects eligible for funding under the program.

Further, the DOT will submit the first of these reports in accordance with the prescribed submission guidelines.

Job Creation & Economic Stimulus:

According to 42 U.S.C. 3161, Economically Distressed Areas (EDAs) are areas where the unemployment is one percent or more above the national average or the per capita income is 80 percent or less than the national average. The proposed project is located in Woodbury County, which as of August, 2009, was identified as an EDA. The 2000 Census indicated that 10 percent of Woodbury County's population is below the poverty level. In 2002, the per capita personal income in Woodbury County was \$26,877. This was an increase of 17.7% from 1997; however, the 2002 figure was 87 percent of the national per capita income, which was \$30,906.

- *Short-Term:*
The White House Council of Economic Advisers (CEA) has recommended the use of the following rule in estimating the number of jobs created or saved by the American Recovery and Reinvestment Act: \$92,000 of government spending creates one-job year. Based on this factor, the investment of \$39.4 million to construct the I-29 Segment 2 Wesley Parkway Interchange improvements would generate over 428 job years.

It is anticipated that the construction related jobs will materialize according to the schedule cited below:

- Quarters 1 & 2 (2012): 43 job years
- Quarters 3 & 4 (2012): 257 job years
- Quarters 1 & 2 (2013): 64 job years;
- Quarters 3 & 4 (2013): 64 job years.
- *Long-Term:*
As referenced in the Economic Competitiveness section of this proposal, a significant impetus for this project are recent announcements by two of Sioux City's largest employers decisions to close a major manufacturing facility that employed approximately 1,500 people and the sale of a

agricultural chemical company resulting in the closure of its corporate headquarters and elimination of 130 professional positions.

The implications of these job losses are far reaching and could have a lasting impact on communities in northwest Iowa, southeast South Dakota, and northeast Nebraska. As such, the Iowa DOT, in partnership with the City of Sioux City, Woodbury County, other state agencies, and the U.S. DOT wishes to marshal the resources to enhance the competitiveness of these facilities and attract suitable businesses to resume operations at these vacated facilities.

Being that Segment 2 of I-29 serves the downtown and site previously occupied by John Morrell & Company; the Iowa DOT has significant interest in moving forward with these improvements. What is more, a significant concentration of residents from the Wesley Parkway Interchange area are among the most economically disadvantaged neighborhoods and relied upon the jobs provided by John Morrell & Company.

Several organizations in the greater Sioux City area are also leveraging their resources to provide employment assistance to economically and physically disadvantaged citizens, including those displaced by the recent closures.

- *Opportunities to create jobs for low-income workers:* As an economically disadvantaged area, Woodbury County and the I-29 corridor benefit from programs and financial assistance tailored to address the needs of low income working families. The Iowa Workforce Development Center provides training, placement, and counseling services. In addition, the City of Sioux City's Economic Development Department and the Siouxland Initiative, the regional economic development marketing agency are actively engaged in business attraction and business retention efforts to create new job opportunities for area residents. The Sioux City Transit Service also provides affordable public transportation, including paratransit vehicles for physically handicapped individuals, virtually round the clock.

- *Opportunities to create jobs for small and disadvantaged businesses:* Both the City of Sioux City and The Siouxland Initiative has a robust business retention program that includes seminars and information on how small businesses and minority businesses can cultivate new markets. The Siouxland Initiative also works with other statewide stakeholders to participate in trade missions and provides opportunities for area businesses – big and small, to participate. The City of Sioux City also encourages the hiring of small and minority businesses interested in doing work for the City. In fact, for large projects, prime contractors are encouraged to partner with small or minority owned businesses as part of a project team.
- *Coordination with area and regional organizations to create economic opportunities for disadvantaged workers:* Sioux City is home to a permanent Iowa Workforce Development office that provides placement and training for disadvantaged workers. The types of training opportunities range from securing a GED to providing work place training, and hosting job fairs. These services are provided for no cost and scheduled during convenient times. Additionally, northwest Iowa, southeast South Dakota and northeast Nebraska are home to a growing Hispanic/Latino population. As such, English as a second language training is also provided.
- *Have policies and administrative tools in place to ensure that communities work with businesses that work within applicable labor practices and federal laws:* The Iowa Workforce Development agency has administrative responsibility to ensure that all relevant administrative rules pertaining to applicable labor practices and federal laws are known by employers and employees. For those projects where the City of Sioux City is providing some form of a financial inducement or incentive a standard term in the development agreement is that the employer will comply with applicable employment laws and administrative rules. The Iowa DOT also

requires that its contractors abide by applicable labor practices and federal labor laws.

- *Have policies and administrative rules in place to ensure that the project is implemented consistent with best practices relating to civil rights, equal opportunity laws, etc.:* Consistent with the previous statement, the City requires businesses that reap the benefit of publicly funded projects to adhere to applicable federal and state laws concerning fair labor practices – including civil rights and equal opportunity laws. This is standard language in bid documents and is part of on-going project review to ensure that project budgets and schedules are being met as well as employment practices are in place.

Additionally, the DOT requires businesses that benefit from publicly funded projects to adhere to applicable federal and state laws concerning fair labor practices – including civil rights and equal opportunity laws. This is standard language in bid documents and is part of on-going project review to ensure that project budgets and schedules are being met as well as employment practices are in place. Moreover, the DOT has a long and successful history of seeing that these practices and policies are followed by contracting organizations.

Project Readiness

The proposed construction of the I-29 Segment 2 project can proceed immediately if the TIGER funds are awarded. The summary below highlights the progress that has already occurred relative to securing necessary permits and addressing other events that can derail a project.

PROJECT SCHEDULE:

The final design for Segment 2 is nearly complete and all relevant permits have been secured. Subject to a planned letting date in February 2011, construction should begin in March with an anticipated obligation of funding occurring on or before September 30, 2012.

ENVIRONMENTAL APPROVALS:

- A water quality certification from the Iowa DNR under Section 401 of the Clean Water Act;
- A floodplain permit from the Iowa DNR to work within floodplains;
- A National Pollution Discharge Elimination Permit (NPDES) permit for stormwater discharges from construction sites. The procedures and specifications in the NPDES permit and associated storm water pollution prevention plan (SWPPP) will ensure that the BMPs are followed by the highway contractor;
- A Section 106 Archaeological and historic survey was conducted as part of the project in compliance with the National Historic Preservation Act of 1966, as amended, and approval was received. The Iowa DOT continues to coordinate with the Iowa State Historic Preservation Officer throughout the design and construction process.
- Coordination with utility providers has also been completed during the design and construction process to coordinate the relocation and replacement of utilities crossing the right-of-way as well as those using existing right-of-way permits and agreements.
- Sovereign Lands Construction Permit is a joint permit with the floodplain development permit granted by the Iowa DNR.
- *Right-of-Way (ROW) Acquisition:* Some additional right-of-way may be required to complete Segment 2 of I-29.

LEGISLATIVE APPROVALS:

This project does not require any specific legislative approvals. Letters from project supporters, including federal, state, and local legislative leaders can be found at the www.iowadot.gov/TIGER2.html

STATE AND LOCAL PLANNING:

This project is listed in the 2010-2014 adopted Iowa State Transportation Improvement Program (Five-Year Program), approved by the Iowa DOT Commission and the 2010-2014 State Transportation Improvement Program (STIP) approved by FHWA. In

addition, the SIMPCO cites this project in its current Transportation Improvement Program. Sioux City and Woodbury County land use maps also identify the I-29 alignment in the respective official maps and include recommended land uses that are compatible with the presence of this facility. Links to these plans can be found at the Iowa DOT ARRA website (<http://www.iowadot.gov/tiger2/.html>).

TECHNICAL FEASIBILITY:

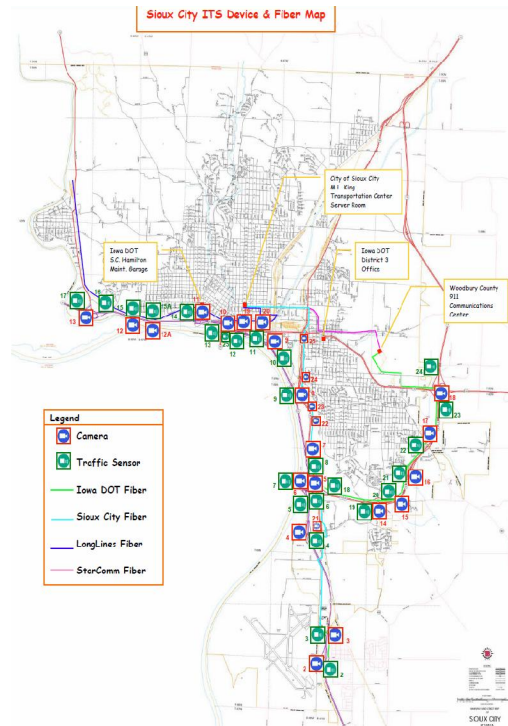
Final design is nearly complete for this project and the Iowa DOT officials expect the project summarized in this proposal to be completed by Calendar Year 2013.

FINANCIAL FEASIBILITY:

All sources to complete this project are in place, with the exception of the requested \$39.4 million to complete the Wesley Parkway Interchange improvements located in Segment 2. In the absence of a new federal highway transportation bill, the current funding level will not support this project in a timely manner. The grant will assure that this project will be completed.

Secondary Selection Criteria

INNOVATION:



The Iowa DOT is in the process of deploying ITS technology in the Sioux City metropolitan area to improve safety and mitigate traffic impact resulting from the multi-year freeway reconstruction effort. This project involves installing 26 pan-tilt-zoom cameras, 26 side-firing radar traffic sensors, 4 overhead dynamic message signs (DMS), 7 side-mount dynamic message signs (DMS), a highway advisory radio (HAR) transmitter and a combination of fiber optic and wireless communications.

Within the metro area, this technology is focused primarily on the I-29 corridor but also integrates a system-wide approach by incorporating US 20 freeway corridors and the primary extensions of IA 12 (Gordon Drive) and IA 376 (Lewis Boulevard).

Sioux City's transit system is also planned for integration. Access and control of the ITS network is being shared with law enforcement and emergency response staff from the City of Sioux City, City of South Sioux City, NE, Woodbury County Sheriff & 911 Communications Center, Iowa State Patrol, Nebraska State Patrol, South Dakota State Patrol, the

Nebraska Department of Roads and the South Dakota DOT.

This access is being provided via the ATMS software in a "virtual" TMC approach using both dedicated Ethernet communications and the public internet bandwidth. The information from the ITS network (camera video, dynamic color-coded traffic flow maps, DMS and HAR messages) will be made available to the public via the TripGuide web pages available thru the Iowa DOT's 511 Travel Information Service.

PARTNERSHIPS:

The I-29 project will be offset with financial support from the Iowa DOT, City of Sioux City, and SIMPCO totaling approximately \$236.3 million of funding. This represents over 90 percent of the overall project cost.

While the financial commitment of project partners is significant, several factors warrant Federal participation in this project: The Iowa DOT has absorbed significant costs relative to design, environmental permitting, and public involvement costs pertaining to Segment 2. In addition, the City and SIMPCO plan to offset costs associated with utility relocations. Federal financial support is necessary for this project to be completed in a timely manner.

Continued Community Partnering

The Iowa DOT placed a high priority on community involvement throughout the planning process of the I-29 project. This included reaching out to various agencies and community-based organizations and institutions in three states including Iowa, Nebraska, and South Dakota. Numerous groups were formed to help develop a cohesive project. The outcome resulted in community and region-wide support of the project.

The first group of significance was the I-29 Siouxland Metropolitan Advisory Committee (SMAC). The SMAC group included: the Sioux City, IA Chamber of Commerce; Downtown Partners; City of Dakota Dunes, SD; City of South Sioux City, NE; City of Sioux City, IA; Siouxland Interstate Metropolitan Planning Council (SIMPCO); Woodbury County, IA; and Dakota County, NE. The Iowa DOT also invited representatives from the South Dakota Department of

Transportation (SDDOT) and the Nebraska Department of Roads (NDOR) to participate. The Iowa DOT charged the committee with the development of concepts for the I-29 project.

Members of the I-29 Aesthetics and Environment Committee included: an Iowa Great Places Committee member; the Siouxland Chamber of Commerce; Downtown Partners; the Sioux City Art Museum; the City of Sioux City, IA Parks and Recreation Department; City of South Sioux City, NE; the City of Sioux City; SIMPCO; and the Siouxland Cyclists. The committee helped develop Downtown "themes" for aesthetic treatments consistent with the community branding and historic recognition of the area.

The Tri-State Traffic Management Team, which includes the Iowa DOT, law enforcement agencies, dispatch and emergency services from all three states, aided in the ITS project development and incident Management Plan for I-29.

A communication group was formed comprised of individuals and organizations that are notified monthly or as project activity progresses. This group includes the Siouxland Chamber of Commerce, South Sioux City Chamber of Commerce, North Sioux City Chamber of Commerce, Downtown Partners, Sioux City Transit, Tri-state Traffic Management, Sioux City School District, Lewis and Clark Interpretive Center, City of Sioux City, Woodbury County Conservation, Sioux City Community Theater, Sioux City Parks and Recreation, Sioux City Economic Development, Western Iowa Tech Community College, SIMPCO and Sioux City Historic Railroad. The participation continues to expand.

Several of these entities have submitted letters of support for this project and they are available for inspection at the project website (<http://www.iowadot.gov/tiger2/.html>).

Program Specific Criteria

FEDERAL WAGE RATE CERTIFICATION

Please find a copy of the Iowa DOT Federal Wage Rate Certification (<http://www.iowadot.gov/tiger2/.html>).

COMPLIANCE WITH THE NATIONAL ENVIRONMENTAL POLICY ACT (NEPA)

A Record of Decision document was prepared for the project and approved on July 8, 2009. Please refer to (<http://www.iowadot.gov/tiger2/.html>).

ENVIRONMENTALLY RELATED FEDERAL, STATE, AND LOCAL ACTIONS

Each of the permits or approvals has been received for Segment 2 of the I-29 improvement project.

- A water quality certification under Section 401 of the Clean Water Act from Iowa DNR.
- A floodplain permit from the Iowa DNR for work within floodplains.
- A National Pollutant Discharge Elimination Permit (NPDES) permit for storm water discharges from the construction sites. The procedures and specifications in the NPDES permit and associated storm water pollution prevention plan (SWPPP) will ensure that BMPs are followed by the highway contractor.

In addition, the project required the following permits and approvals:

- *Section 106* - Archaeological and historical surveys were conducted as part of the project in compliance with Section 106 of the National Historic Preservation Act of 1966, as amended, and approval was received.
- *Utilities* - Coordination with utility providers would also be required during design and construction to coordinate the relocation and replacement of utilities crossing the right-of-way as well as those using existing right-of-way permits and agreements.
- *Sovereign Lands Construction Permit* - This is a joint permit with floodplain development permit granted by the Iowa DNR.

PROTECTION OF CONFIDENTIAL BUSINESS INFORMATION

Not Applicable

MATERIAL CHANGES TO THE PRE-APPLICATION

Since the filing of the Pre-Application for this project two material changes have occurred. These changes are summarized below.

- *Project Description:* The project description summarized in the Pre-Application is valid; however, TIGER II funds are being sought to construct the Wesley Parkway Interchange. With TIGER financial support the Iowa DOT will accelerate all improvements within Segment 2 of the I-29 project.
- *Total Amount Requested from TIGER II Funds:* The Pre-Application indicated that approximately \$101.5 million in TIGER II funding would be requested. However, after further evaluation, the Iowa DOT determined that some of the improvements identified for Federal funding did not have independent utility. As such these improvements were omitted.
- *Total Project Cost:* The Pre-Application cited a total project cost of \$349.8 million. As stated in the previous bullet point, the Iowa DOT determined that some project elements originally considered for TIGER II funding did not have independent utility. Consequently, the omission of these improvements reduced the scope and cost of the overall project to \$274.7 million – a reduction of \$75.1 million.

These are the only material changes from the Pre-Application.